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His Excellency Sir Arthur Kennedy took his departure from the Colony on the 1st instant by the Eastern and Australian Mail Steamship Company's steamer *Brisbane*, for Melbourne. The steamer was for a long time in the wharf, which took place from Murray Wharf, was three o'clock, and long before that hour arrived a large crowd had assembled in the neighbourhood. The wharf had been tastefully decorated with flags, a Union Jack being the most conspicuous. A medal of honour from the 28th Regiment, under the command of Captain Dempster and Lieutenant Moyers, together with the Band of the Regiment, was drawn up on the wharf to receive His Excellency, and all the men-of-war in the harbour were yards by the water front from Government House were kept by a line of police ranged on each side, under the command of Captain-Superintendent Denham. His Excellency was accompanied by the Hon. Mr. Hall, Mr. O'Sullivan, and arrived almost punctually at the hour fixed, and as they stepped on to the wharf the band struck up the "general salute." Miss Kennedy was escorted to the barge by the Hon. Mr. Hall, and the Hon. Mr. O'Sullivan, and the Hon. Mr. P. Hyrie. Sir Arthur having taken leave of the numerous friends who had assembled to wish him *bon voyage* was saluted by the guard of honour as he passed to the barge, and as he stepped off the wharf the music of the band from Murray Wharf. His Excellency called to bid farewell to Admiral Ryeley on the *Adelaide*, and in passing was saluted by the *Victor Emanuel*, and also, on his way from the *Adelaide* to the *Brisbane*, by the *Adelaide* and the *Adelaide*. A number of gentlemen went on board the *Brisbane* to bid His Excellency farewell. The steamer left about eight o'clock.

The report of the trial of the Chinese prisoners by the military administration of the Colony, October, 1875, to consider the same subject, and of the military administration in this Colony (published in Saturday's *Credence*). The committee, adopting the view that the Chinese prisoners should be taken from the army, and that every other inmate must be made subsidiary to it, state that, owing to the peculiar circumstances of this Colony, and the fact that by far the larger proportion of the Chinese prisoners are Chinese, whose language is but little known to the men who charged of them, whose character and disposition are imperfectly understood, and of whose habits and feelings the committee have no means to form any knowledge, any attempt to cultivate their higher faculties and to improve their moral condition seems hopeless. The European prisoners undergoing long years of military and naval discipline, and who are well educated and well disciplined, and there is not time enough to give reasons for the hope that they will be able to produce, by teaching any moral discipline. The only resource is to make the rule of prisoners in gaol, and of Chinese prisoners especially, as distasteful as it can possibly be rendered, by the application of the most rigorous and the harshest, labor, hard fare, and strict physical discipline. In the course of the investigation the committee have formed the opinion that Chinese prisoners, in order to render them more distasteful, as a mode of diet which must be a positive inducement to the majority of them to return to gaol, so superior in it, both in quantity and quality to the food which is now served to them, and which is as unpalatable as it is unwholesome, as is commanded. In recommending that the photographing of prisoners be carried out more carefully, the committee say the evidence shows that under the present system, the identification of prisoners is difficult, and that the photographing of prisoners, the majority of the committee are of opinion that the dietary has been too long a subject of discussion, and that the committee are in this opinion, and the medical officer agrees with him. In their report the committee have gone mainly into the question of the punishments awarded to the Chinese prisoners, and have not touched on this subject. One of these is that solitary confinement, both in light and dark cells, should, under proper limitations be more extensively used, and that the Chinese prisoners should be separated from the gaol, and the committee suggest alternative sentences to provide for this.

DANTON.
(From our own Correspondent.)

2nd March

There is no news of interest here with the exception of what I have been able to glean from native sources, and that is simply interesting nothing, the news of the Chinese banding together in the province of Kwangtung.

The soldiers are supposed to be the guardians of the public peace, the protectors of property. This is the mode they are supposed to adopt in carrying out their trust. On the 19th ult. soldiers belonging to a guard-batt attacked the house of a wealthy man in the Nan-hoi district and carried away booty to the value of about \$17,000. A month or so since the same soldiers, as "protection" made a raid upon the village of Sai Ulin, but were unsuccessful; and two of the soldiers were captured. These rascals were, however, released, the application of soldiers to petty officers, who urged them to be honest men, and had been taken in mistake. The villagers were, of course, obliged to let them go. On the 25th ultimo a similar robbery was committed in the neighborhood of this city, the soldiers, as it was getting clear off, and at Pao-tun two girls have been abducted, a heavy ransom being demanded for their return. On the 27th ultimo a house in the Western suburb was broken into by a party of them. The intended robbing it of all portable property—silver, jewels; but the porter, a sturdy fellow, gave them a warmer reception than they bargained for, and raised such an outcry that the soldiers were obliged to retreat. They are now compelling the soldiers to take to their

AMOY.
(From our own Correspondent.)

8th Marob.

Last month Mr. Klein wacher, Commissioner of Customs here gave a farewell Oulloo ball, in account of his intended departure to Europe on furlough. There was a large attendance, and everything went off admirably. I am given to understand that Mr. George Hughes, the former Commissioner, who is on his way out from Europe, will take his place, and eventually

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FOOCHOW:
The Customs cruiser *Ling Fong* returned from Tamsui on the 26th ultimo, and left for Wenchow on the 1st inst. She conveyed Mr. Hobson and other members of the Customs staff to the new port.

new port. It is said to be very anxious to complete the proposed telegraph line between Amoy and Fuzhou; and, we understand, that Mr. Tong King Sing has been commissioned, in conjunction with Mr. Tuck Sze, to give effect to the Government's intention.

We further understand, getting very dear in this province,—owing to the increased demand in the north and the failure of the local autumn crops. Well informed natives are of opinion that during the ensuing winter months prices will be very high for rice.

A few weeks ago we referred to an alleged disagreement between the Chinese and Spanish Governments. Later advice from Peking states that the German Minister has been ordered to leave the country, and has been reopened. We now learn an excellent authority that the provincial officials are very apprehensive of a Spanish descent upon Formosa, and that Ting Fatai has ordered the Governor, and that the latter has ordered the fleet to move to Yang Wo, and the new coast defense gunboats *Aplia* and *Bele-to* to Tamsu, for the purpose of repelling the invaders. We believe that hostilities are improbable, though it is not unlikely that Spanish troops will be landed on the coast. However, if any collision between these powers, there can be no doubt that the sympathies of the entire civilized world would be with China.

Ting Fatai had, it seems, memorialized the throne in regard to the expedition, perfecting Tamsu Ting-fung-tao. This hungry officer seeks tribute to Ting that he was desirous of contributing T' 1,000 to the relief fund for sufferers by the great floods in June.

The Governor of the province, in the subscription list, by request of the Governor to the

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Mr. Everard at Chiaofoo.

The steamer *Shantung*, bonded over to the Chinese Maritime Company, by the Shanghai Steam Navigation Company, have had their names changed. The alterations are as follows:—
Brado to *Kiang-ching*, *Hup-h* to *Kiang-tsun*, *Shan-tung* to *Shan-tung*, *Shan-tung* to *Kiang-wei*, *Ching* to *Ho-shan*, *Shing-tung* to *Yat-an*, *Kiang* to *Hai-yun*, *Paoting* to *Hai-ting*.

The Russian corvette *Haykandak* left on the morning of the 3d inst. for San Francisco. It will be remembered that she left Hongkong in October to join the other Russian vessels ordered to the Pacific, but encountering a heavy gale off the Bonin Islands, was so wrecked that her men were obliged to take refuge on board her men-of-war. Her supply of coal becoming exhausted, she procured supplies from one of the Bonin Islands, and under these managed to reach Japan, where she arrived on the 10th inst.

Eleven of the steamers formerly owned by the S. S. N. Co. were on the 1st inst. transferred to the Chinese flag, and, therefore, be supposed to have been banded to the Chinese flag. The steamer *Shantung* was painted with the yellowish band of the Chinese Company; so that it may be inferred she is the second of the S. S. N. Co. steamer *Shantung* having been the first. A portion of the Kiao-yen Wharf has also been handed over to the Chinese.

It was rumoured that the steamer to partly-banded, yet quite good for service, was the *Shantung* to the Pacific of the 30th January, the Acting Governor of Shantung speaks of having been notified by the Board of Revenue

that the quota of grain and cashgrain to be brought up this year as before by the Canal, and directing that timely measures be taken for dredging the section of the canal between the dam up—He gives anything but a promising picture of the condition of the Canal, but in the present imperious state of the finances it must be very difficult to find funds to carry out proper repairs.

It is reported that the instalment of Tls. 600,000 on account of the purchase of the S. S. N. Co., which is due under the agreement on the 15th March, came down from Nanking

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ly to the chagrin of his venerable colleague,
o had attempted to combine politeness with
diety in such an ingenuous way.—*Courier.*

TIENTSIN.

23rd February.

Tientsin and the surrounding country was thrown into a great state of excitement, on the instant, by rumors that a large number of the southern troops, stationed at or near Hsin Ch'eng, had mutinied, killed one of their officers, and were on their way to Hsiao Tung, and perhaps be marching on Tientsin. The excitement was increased through fear that the mutiny might be joined by the southern troops stationed at 3,000—stationed in camps near Tientsin. The Chinese Government, therefore, immediately ordered the military to endeavour to state briefly the circumstances of the mutiny, and the subsequent events.

About six miles south of Hsin Ch'eng a large distribution place was situated on the south. It was about 10 and 25 miles S.E. of the place, the encampment of Hsiao Chiao. At about 6,000 southern troops were stationed there in a number of small barracks. There had been much dissatisfaction among the troops, and they were engaged in them in digging canals, building roads, and cultivating the ground, in addition to military duties, and because of their small pay, on which there was the mark of shrinkage since it reached their hands. For this reason the Generalissimo, who was then the commander at Hsin Ch'eng, who is said to have assumed a responsibility while holding the post, is mainly held responsible; and consequently for the mutiny.

It was, therefore, arranged that there should be a general muster on the 15th inst. at midnight, and their officers were alerted; but on account of some of the companies anticipating the time three or four hours, the movement became known, and the officers in charge of the troops, by promptly clearing and guarding the barracks themselves, were able to restrain their

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and help themselves. It is also said that a fight occurred east of T'ang-Chow, between these deserters and the local troops and peasantry, in which the deserters were badly beaten, and at the same time they could have been captured and punished as traitors. About half of these deserters are said to have been captured by the local troops. About a half of these deserters with the old T'ungping or other rebel troops, are said to be a group of about 1000 men. They are supposed to be "protected," a common expression with the people is, "the thieves are soldiers, and the soldiers are thieves." These insurgents merely directed upon Tientsin, and they would have made a further bid for the release of the money if it was over 38 hours before they were taken here what had happened 5 miles away. The Settlement would also have been in a position to have been successful in carrying out their project, who can tell what might have been the result and. As it is, no harm was done to any one, but the facts furnish a good example for commencing on the same line. The Government would like to have a gunboat here, planning the water, for the reason that Governor Hsiao would take care of us, although we were the one of from fight and help in a sudden emergency. They could have been taken here before they could have been taken here.

PHOENIX FIRE INSURANCE COMPANY.

Undersigned having been appointed Agents to the above Company, at the above place, are prepared to grant Police agent or other insurance to the extent of \$40,000, on Buildings or other property.

DOUGLAS L'APRAIK & Co.
 at 717, Hongkong, 24th November, 1905.
PHENIX FIRE INSURANCE COMPANY.
 FROM this date, until further notice, a dis-
 count of Twenty percent, (20%) upon the
 current local rates of premia will be allowed
 upon insurances effected with this Company.
 DOUGLAS L'APRAIK & Co.
 Agents,
 at 1902 Hongkong, 24th June, 1972.

S A Y L E & C O.
ARRIVAL OF SPRING GOODS,
EX "STATE OF LOUISIANA."
 W. GOODS, in every Department of
LADIES' OUTFITTING.
SPRING SILKS!
 Assortment of ORGANDS and STRIPES,
 specially adapted to Spring Wear.
BLACK SILKS! PLAIN COLOURED
SILKS!
SPRING DRESS GOODS.
EMPERESS STRIPED MOHAIRS.
STRIPED TULLES.
PLAIN COLOURED LUSTRES.
WASHING LAWNS.
MATERIALS in BLACK DRESS
GOODS, for Morning or Ordinary
 Wear.
EMPERESS STRIPED MUSLINS.
NIAGARA STRIPES.
NEW SATINETTE MUSLINS.
FRENCH-PRINTED MUSLINS.
 A Large Assortment of
WASHING MATERIALS.
NEW PRINTS!
 Splendid Assortment of FRENCH and MAN-
 CHESTER PRINTED, our own registered
 Patterns, Warranted Fast Colours.
WHITE QUILLINGS.
MARSEILLES, PIQUERS.
COSTUMES and WRAPPERS.
SPRING HOSIERY.
PLAIN and STRIPED SILK HOSE.
Wool and STRIPED LISLE THREAD
HOSE.
WHITE and STRIPED COTTON HOSE.
SPRING SUITINGS and TIES.
ACQUAIRES and OFFERS.

TRIMMED HATS and BONNETS,
from Paris.

UNTRIMMED HATS and BONNETS.

RIBBONS.

THE
Captain
above E
instant,

LAZES,
FEATHERS,
FLOWERS.
 Large Stock of BABY LINEN and
LADIES' UNDERCLOTHING.
DRESSMAKING!
 My DRESSMAKER has recently arrived from
 London, bringing the latest fashions. From
 her experience she has had in best London
 houses, she is quite perfect in fitting and style
 of every new to this Colony.
MILLINERY by a FIRST-CLASS HAND.
SAYLE AND CO.,
VICTORIA EXCHANGE,
BURNS ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.
FOR SALE,
 (just landed, ex Steamship "HERMES").
PIPER & CO.'S CELEBRATED
CHAMPAGNE.
 Extra DRY, EXTRA DRY, EXTRA DRY, and
 EXTRA DRY, in Quarts and Pints.
 Also, the Well-known
STANDARD, DUPUY & CO.'S BRANDY,
 in Cases of 12 Quart Bottles.
 And
A Small Lot of McLEOD CLARET,
 in Quart Bottles.
 Apply to
L. L. BUSH.
 364 Hongkong, 7th March, 1877.

<p>FOR SALE. UTLER, PALMER & Co's Celebrated Brands of WINES and SPIRITS. apply to STEMSEN & Co. 941 Hongkong, 31st June, 1876.</p> <p>COMPASS DEVIATION IN IRON SHIPS. DESCRIBED PRACTICALLY. By R. M. TALBOT. published, and favourably noticed by the Local Press in Hongkong and Shanghai. PRICE TWO DOLLARS.</p> <p>By Messrs. LANE, CRAWFORD & Co. Messrs. McEWHEN, FRICKEL & Co. Messrs. GIBBOE FALCONER & Co. Messrs. BROOKBEAR, ANTHONY & Co. Messrs. LAMBERT, STEINSON & Co. 919 Hongkong, 26th November, 1876.</p> <p>FOR SALE. VERTICAL BOILER, with ENGINE attached, 5 Horse-Power, Fitted w. water, and, complete in all its parts. apply to A. MILLAR & Co. 908 Hongkong, 28th October, 1876.</p> <p>AND R. TENNENT'S ALE and PORTER. DAVID CORSAIR & SONS' Merchant Navy Navy Boiled Long Flax Crown } CANTAS. ARNOLD, KARBORG & Co. 1180 Hongkong, 11th May, 1867.</p> <p>NOW ON SALE. IMPERIAL QUANTO.</p> <p>ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION. ANGLO-CHINESE DICTIONARY, published at the <i>Daily Press Office</i>, Hongkong.</p> <p>On comprehensive, numerous and practical services this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous ob- jects and ideas which have lately been intro- duced into the Empire, are here explained in English, and the Chinese words are explained in Chinese.</p>	<p>W. Ta quick 933</p> <p>THE H. C. C. immed For 284</p> <p>O. Ha immed For if 3</p> <p>THE Blaken dated For 285</p> <p>THE Captan for the For 286</p> <p>THE Propag 151</p>
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position generally, which the rapid advance of foreign relations has imposed upon them, are given in *extenso*. Each and every word is illustrated and explained, and the Chinese is illustrated in a most interesting manner. In the Court and Peking pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typographical arrangement is excellent, and is due to the Chinese and English type correspond to the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with the numerous Chinese characters, which have heretofore characterized Chinese publications. The practical purposes the arrangement of work is so complete, that a reference to the Chinese characters is unnecessary. The English is so commensurate, *respectively* to the natives who understand nothing but Chinese. In this respect the work will be found responsible to all European readers; and it is the only Chinese-English dictionary in which the subjects fully with which very few in China are themselves perfectly acquainted. The resident in England and interested in Chinese literature will find it especially useful. To illustrate the value of the work, the following entries are submitted for consideration. The Chinese Vocabulary contains about 14,000 Chinese characters, and Medhurst's English Vocabulary contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works yet published, the Chinese is so difficult to learn, that the usual result is a result of failure in the various ap-

and equivalents of different words which
 one general meaning. Of these examples
 work contains more than five times as
 as any other Dictionary hitherto pub-
 lished, comprises upwards of two thousand large
 into pages.

TRUBNER & Co.,
 55, PATERNOSTER ROW;
 W. H. BELL,
 "DAILY PRESS" OFFICE, HONGKONG.

<p>FOR MANILA. Steamship "EMERALDA." For the above Port TO-DAY, the 12th March, 1877. at, at Noon. Night or Passage, apply to A. MORG HEATON. Hongkong, 12th March, 1877. FOR TAKAO (DIRECT). British Bark "ORANGE GROVE." Master, will be despatched for the Night or Passage, apply to VOGEL HAGEDORN & Co. Hongkong, 12th March, 1877. FOR SHANGHAI. Steamship "OLENYON." Wallace, will receive immediate des- patch or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 11th March, 1877. FOR AMOY, TAIWAN, AND TAIWANFOO. Steamship "HAILONG." Abbott, will be despatched for the Night or Passage, apply to DOUGLAS LA PRACE & Co. Hongkong, 13th March, 1877. SEAN STEAMSHIP COMPANY. FOR SHANGHAI. Cargo and Passengers through rates HONGKONG, SHINGPO, and FOUKE in JAPAN. Company's Steamship "AGANEMNON." despatched on or about the 18th instant. Night or Passage, apply to TERTREFIELD & SWIRE, Agents. Hongkong, 14th March, 1877. SINGAPORE, PENANG, AND</p>	<p>SINGAPORE, SATELL BRINDEL, THE SOUTH HOMBAU. THE Navio "THE PAN" leave this morn- ing at Noon. For further Hongkong</p> <p>PACIFIC THROUGH LAND RAIL YOKOHAMA. This Despatch bark, on the at 8 P.M. Monday, the Through land rail Yokohama, and to ports in and to New Railways. A Steam- ship will leave Yokohama, the At New various line and immediate Freight on the 19th received at all Ports leave in fu- ture for Freight, at No. 15, Pr.</p>
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Steamship

"ARRATOON AFOAT,"
A. B. Macavish, will leave this for the
ports on **TUESDAY NEXT**, the 20th
at 3 P.M.

Hongkong

COME

freight will close at 2.30 P.M.
 Freight or Passage, apply to
 DAVID BASSOON & SONS & Co.,
 Agents.
 Hongkong, 13th March, 1877.
 SINGAPORE, PENANG, AND
 CALCUTTA.
 Steamship.
 "PENGUIN."
 Captain, Commanded; will leave for the
 Correl, on TUESDAY, the 20th instant,
 at 2.30 P.M.
 Freight or Passage, apply to
 J. A. JARDINE, MATTHEWSON & Co.,
 Hongkong, 13th March, 1877.
 STEAM SHIP COMPANY,
 R LONDON, via RUBE CANAL.
 Company's Steamship.
 "NESTOR"
 despatched on or about the 20th instant.
 Freight or Passage, apply to
 T. C. WILBERFORD & SONS, Agents,
 Hongkong, 14th March, 1877.
 FOR NEW YORK
 A. A. M. Ship
 "MYSTIC BELL."
 Master, will load here and will have
 cargo at his disposal.
 Freight, apply to
 F. G. B. HAYDON & Co.,
 Hongkong, 12th March, 1877.
 FOR NEW YORK.
 A. A. M. Ship
 "MCNEAR."

ply, Master, will load here and will have
 despatch as above.
 Freight, apply to
VOGEL, HAGEDORN & Co.
 Hongkong, 16th February, 1877.
FOR NEW YORK.
 12 12 years 3/3 L. 11 Danish Bark
"KORSOR."
 ply, Master, will load here and will have
 despatch as above.
 Freight, apply to
VOGEL, HAGEDORN & Co.
 Hongkong, 16th February, 1877.
FOR LONDON.
 British Ship
"ANGLO SAXON"
 ply, Master, will load here and have
 immediate despatch.
 Freight, apply to **MAYER & Co.**
 Hongkong, 10th March, 1877.
FOR LONDON.
 British Ship
"STAR OF CHINA."
 ply, Master, will load here and have imme-
 diate despatch.
 Freight, apply to **MAYER & Co.**
 Hongkong, 6th February, 1877.
HONGKONG, MELBOURNE AND SYDNEY.
 British Bark
"SPIRIT OF THE AGE."
 ply, Master, will load here and have despatch
 as above.
 Freight or Passage, apply to
ROZARIO & Co.
 Hongkong, 2nd February, 1877.
LONDON ASSURANCE
 INCORPORATED BY ROYAL CHARTER
 OF
 MAJESTY KING GEORGE THE FIRST,
 A.D. 1720.
 undesignated herein, bear appoint-
 ment for the above Corporation, and
 to grant insurances as follows:—
MARINE DEPARTMENT.
 on all courses, rates, payable either here
 or abroad, at the principal Ports of India,

and Australia.

FIRE DEPARTMENT.
Insurances issued for long or short periods at
the rates.

LIFE DEPARTMENT.
Insurances for sums not exceeding 25,000
at reasonable terms.

HOLLIDAY, WISE & Co.
HONG KONG, 30th Jan'y, 1879.

**OVERSEA FIRE ASSURANCE
COMPANY.**

Undersigned Agents are in receipt of
instructions from the Board of Directors
authorizing them to issue Policies to the extent
of any one Free-ash Risk, or to
the amount of £15,000 on Adjuting Risk, at
the Rates.

Insurances of 25% allowed.

HOLLIDAY, WISE & Co., Agents.
Hongkong, 8th January, 1875.

**VIA SEA AND FIRE INSURANCE
COMPANY.**

Undersigned having been appointed
Agents for the above Company, are here
to grant Insurances as follows:

MARINE RISKS.
Insurances of all vessels, payable either here,
London, or at the principal ports of India,
China, and the East.

**BOREACHING OF THIRTY-THREE AND ONE
PER CENT.** will be allowed on all LOCAL

FIRE RISKS.
 Policies granted on First-class Buildings to the value of \$20,000.
 The amount of TWENTY PER CENT. (20%) on the current local rates will be allowed or minimum charged for insurance; such discount being deducted at the time of the issue of the policy.
RUSSELL & Co.,
 Agents,
 Hongkong, 1st January, 1874.

STEAM FOR
YOKO, PENANG, POINT DE
GALLE, SUEZ, MALTA,
BARCELONA, VENICE, MED-
ERRANEAN PORTS
LONDON AND LONDON;
MADRAS, CALCUTTA, AND
AUSTRALIA;
INDIAN AND ORIENTAL STEAM
COMPANY'S Steamship will
on THURSDAY, the 15th March,
at 4 P. M. Particulars, apply to
A. McIVER, Superintendent,
No. 2, South Street, 1877.

U. S. S. MAIL LINE
MAIL-STEAMSHIP COMPANY.
NEW YORK, via OVER-
LAND, AND TOUCHING AT
ALMA AND SAN FRANCISCO.
The Mail Steamer *ALASKA* will be
ready for San Francisco, via Yok-
ohama, on TUESDAY, the 20th March, 1877;
taking Passengers and Freight for
United States, and Europe.
Passenger Tickets and Bills of
Lading to Yokohama, to Yokohama
Japan Ports, to San Francisco,
Mexico, Central and South America,
New York and Europe, will Overland
be forwarded by the
of the Mitsui Bussan S.S. Company
at Yokohama, to the inland Sea Ports,
date, and make close connection at
New York. Passengers have selection of
classes of steamers to England, France,
Italy, &c.
will be received on board until 4 P. M.
of instant. Parcel Packages will be
received until 5 P. M. same day.
Parcel Packages should be marked to ad-
dress the value of the goods required.
Particulars apply to the Company and
apply to the Agency of the Company,
New York Central.

RUSSELL & Co.

NOTICE.

AGENCE DES MESSAGERIES MARITIMES

250 P.M. w

Correspond

this route, an

by British P

Letters. &

West Indies,

suffisant A

REMOBT POSTS FRANCAIS.
 STEAM FOR
 SINGAPORE, BATAVIA, POINT
 DE GALE, ADEN, SEVIZ, ISMALIA,
 PORT SAID, NAPLES, AND
 MARSEILLES;
 ALSO,
 FOR Y. Y. MAHE, ST DENIS AND PORT
 LOUIS.
 THURSDAY, the 22nd March, 1877,
 Noon, the Company's Steamship
 "LE COMMANDEUR MORZAN," with
 PASSENGERS, SPECIE, and
 will leave this Port for the above
 Ports.
 For Specie will be registered for Lon-
 don and Marseilles, and acceptation
 through Marseilles for the principal
 Europe.
 On Orders will be granted till noon,
 and be received on 3 p.m. until 4 p.m.
 and Parcels until 7 p.m. on the day
 before. (Parcels are not to be sent
 they must be left at the Agency's
 Joutants and value of Packages are
 their particulars, apply at the Com-
 pany.
 E. du POUEY,
 Agent.
 long, 9th March 1877.
 AUSTRALIAN AND ORIENTAL STEAM
 SHIP COMPANY.
 THROUGH CARGO AND PAS-
 SENGERS FOR THE UNITED STATES
 AND
 NEWSPAPERS

[illegible]

British schooner, Slocum—Master,
 British schooner, British ship, Bekkir-
 schern & Co.
 BRITISH PARKES, British ship, Chapman,
 Johnson & Co.
 British 3-m. sch., Partridge—Chan
 sen & Co.
 German bark, Meyer,—Wieler & Co.
 LILGAR
 HOUSE AND ESTATE AGENT.
 THE EAST COAST DISTRICT.
 BROWN JONES & C^o.
 UNDERTAKERS,
 TURNING STATIONERY, &c.
 —MORRISON STREET,
 9 HOLLYWOOD ROAD.
 The undersigned begs to inform his Friends
 that he has now at hand he has always on
 hand all kinds of
 CHINA AND IVORY WARE
 FOR SALE AT CHEAP PRICES.
 OHUN QUAN KEE,
 CANAL ROAD, CANCER. [169]
 RUSS'S OAST STEEL WORKS,
 BREMEN, GERMANY.
 SOLE AGENT FOR CHINA,
 F. PELL,
 Hong Kong, Shanghai, Cologne (Germany).
 OHONG NGOT SAN PO
 (Chinese Daily News)
 PUBLISHED DAILY.
 The undersigned for Attention among the

Native Community.
been established upwards of TWENTY
and enjoys the largest bank file circu-
any Chinese paper in the South of
the carefully ruled by an experienced
Scholar, and contains FULL AND RE-
COMMERCIAL INTELLIGENCE.
For Advertisers can be obtained at the
Yandian Street, Hongkong; or, from
Agent Agents.
ong, 16th January, 1877.

Small will close
—Per Emerald, to-day, the
2.30 P.M.
To-day, the 15th instant, at
Per schooner Union, to-morrow,
at 11.30 A.M.
To-morrow, the 16th instant,
Per Peking, on Tuesday, the
2.30 P.M.

THE ENGLISH PACKET.
Contract Packet, *TRAFALGAR*,
dispatched with the Mails for
THURSDAY, the 15th instant,
will be the hours of closing the
14th instant,
Money Order Office closes
Post Office closes except the *North*
which remains open all night.
15th instant,
Post Office opens for sale of
P.S. Registry of Letters and Post-
all correspondence.
Post Office closes except for Late
P.S. Registry of Letters causes.
Letters may be posted on payment
of Large Fan of 13 cents extra
when the Post Office CLOSING
only.
Letters (but Letters only) addressed
to the United Kingdom and *British*,
Singapore, may be posted on
the Packet on payment of a
fee of 43 cents extra postage.
Posting on Board causes.

THE UNITED STATES'
PACKET.
States' Mail Packet *ALASKA*
dispatched on TUESDAY, the 20th
Mails for Japan, San Francisco,
Boston, and London, which will be
follows:
Registry of Letters causes.
Post Office closes.
Correspondence for Japan or the
United States only may be posted
on board the Packet with *Large*
of 12 cents extra Postage, until.

When the Mail is finally closed, all letters must be specially directed for the United States and if not fully prepaid will be sent by special delivery.

	Hongkong	U.S.
	Stamps.	Stamps.
	Cents.	Cents.
Mish Columbia, New		
Wong, Prince of		
Iland, Vancouver's	8	3
Islands, Nassau, New		
Parmoda, Cuba, Fiji,		
S. Jamaica, French	8	5
Foundland		
Marquesas Is., Mexi-	6	10
cor, Tahiti		
Carthagena, Costa		
Rapido, Martinique,	8	
Gustavia, Montserrat,		
Nanda, Nicara-gua, San-		13
tia, Porto-Rico, Island,		
West Indies	8	
B. Ecuador, Peru		
	8	21
Confederation, Bu-		
enos, Paraguay, Uru-	8	27
BOOKS & PAPERS.		
Books, for Canada, per	1	
for all other places	1	

1 oz. each Paper... 1
 for all other places, 6 10
 Tickets found enclosed in Newspapers
 (as silk scarves, jewellery, &c.)
 retained and sold.

Evidence can now be forwarded by
 the United Kingdom, via San
 Francisco the following rates:—
 12 cents per lb. oz.
 8 cents.
 4 cents each.
 3 Patterns, 1 oz., 3 cents.
 2 Patterns, 2 oz., 4 cents.
 1 Pattern, every 8 cents.

Close on 2.30 P.M., usually on the
 1st of each month.
 cannot be effected after 2 P.M.
 50 days. The correspondence must
 be addressed via San Francisco. If
 paid it will be sent via Suez.

CHARTERS EFFECTED.

Following Settlements are taken from
 HENNINGMANN & Co.'s Freight Cir-
 cular:—

Anglo Saxon, 694 tons, hence to
 b, private terms.
 Ship *Mystic* 747, 760 tons, hence to
 b, private terms.
 20 Orange Grove, 835 tons, Takao to
 23-26, per ton of 20 wt.; if to
 Tokyo, 23 10s, per ton of 20 wt. 25
 4.
 Wanderer Minster, 361 tons, to
 Yokohama, 414 cents per picul, 4
 days.
 schooner *Egrynus*, 242 tons,
 to Yokohama, 429 cents per picul,
 4 days.
 Onward, 213 tons, Whampoa
 to and back to Hongkong via New-
 73 cents per picul, 30 hdy days.
 2nd June 8, 241, 455 tons, Wham-
 to and back to Hongkong via
 674 cents per picul, 40 day days.
 2d June 8, 241, 455 tons, Wham-
 to and back to Hongkong via
 674 cents per picul, 40 day days.
 2d June 8, 241, 455 tons, Wham-
 to and back to Hongkong via
 674 cents per picul, 40 day days.

Clomerygnastria, 450 tons, Bangkok
 inside the Bar 414 cents per
 outside the Bar 394 cents per picul,
 7 days.
St. Eazy Doltcher, 695 tons, Bangkok
 inside the Bar 404 cents per
 outside the Bar 35 cents per picul,
 7 days.
Santer Pendo, 653 tons, Bangkok to
 inside the Bar 55 cents per
 outside the Bar 50 cents per picul,
 7 days.
W. H. M. Turner, 431 tons, Saigon
 inside the Bar 36 cents per picul, 28 day
 outside the Bar 36 cents per picul, 7 days.
Namora, 662 tons, Saigon to
 inside the Bar 43 cents per picul, 7 days.
Mecca, 562 tons, Saigon to
 inside the Bar 408 cents per picul, 7 days.
Flakishiro, 1,213 tons, Saigon
 inside the Bar 40 cents per picul, 10 day
 outside the Bar 38 cents per picul, 10 day.
Wangpo, 865 tons, Saigon to
 inside the Bar 40 cents per picul, 7 days.
Yungale, 783 tons, Saigon to
 inside the Bar 40 cents per picul, 7 days.
Oyngyia, 777 tons, Saigon to
 inside the Bar 33 cents per picul, 7 days.
Chengmen, 1,280 tons, Saigon
 inside the Bar 33 cents per picul, 12 day
 outside the Bar 32 cents per picul, 12 day.
St. Nat, with cargo down, 424
 tons, Saigon to, 1,210 tons, 12
 days.
 is Singapore (Passenger), 324
 tons, Saigon to Hongkong, 30 cents
 per picul, 12 day.
Zambouanga, 564 tons, Bencoe to
 Hongkong, 31 day.

mer Mecca, 637 tons, monthly charter, \$9,100 per month.
 mer Finlands, 1,243 tons, monthly charter, private terms.
 mer Thengsle, 1,377 tons, monthly charter, private terms.

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